



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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February 17, 2010

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Mr. Muhaned Aljabiry  
Division of Transportation Programming  
Caltrans  
P.O. Box 924873, MS-82  
Sacramento, CA 94274-0001

RE: MTC TIP Revision 2009-39 – Amendment

Dear Mr. Aljabiry:

Please be advised that MTC recently made several changes to the 2009 Federal Transportation Improvement Program (TIP). The revision removes \$70 million in American Reinvestment and Recovery Act (ARRA) Transit Capital Assistance Funding from the BART sponsored Oakland Airport Connector project, and reprograms the \$70 million of ARRA funds in three projects as adopted by the Commission (Tier 2 projects):

- \$67.5 million to a new grouped listing of Transit operations and rehabilitation projects
- \$0.5 million to the Vacaville Intermodal Station project
- \$2.0 million to the Vallejo Ferry Terminal Inter-modal Facility

TIP financial constraint documentation submitted with this revision shows that MTC's TIP is financially constrained as required by the federal surface transportation programs authorizing legislation and statewide and metropolitan planning and programming regulations.

MTC's 2009 TIP, as proposed with TIP Revision No. 09-39, would remain in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision would not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP).

MTC's 2009 TIP, including the proposed Revision No. 09-39, is consistent with metropolitan transportation planning regulations per 23 Code of Federal Regulations Part 450 and conforms to MTC's Regional Transportation Plan (Transportation-2035).

The modifications made pursuant to this revision would not require a new regional emissions analysis because the projects were found to conform as a part of a previous analysis, pursuant to the transportation conformity provisions found in 40 CFR Part 93 section 122(g). MTC's 2009 TIP, including the proposed Revision No. 09-39, was developed through a continuing, cooperative, comprehensive transportation planning process in accordance with 23 U.S.C. §134 and 49 U.S.C. Chapter 53 and MTC's Public Participation Plan.

The TIP amendment entries and the updated fiscal constraint documentation have been emailed to your staff. If you have any questions regarding this revision, please contact Sri Srinivasan of my staff at (510) 817-5793.

Sincerely,



Ann Flemer  
Deputy Executive Director, Policy

cc: Ms. Sylvia Fung, Caltrans District 4  
Ms. Chun Tsung, Caltrans District 4  
Mr. Abhijit J. Bagde, Caltrans Headquarters  
Mr. Masoud Alemi, Caltrans Headquarters  
Mr. Stew Sonnenberg, FHWA  
Mr. Ray Sukys, FTA  
Mr. Ted Matley, FTA

Date: May 28, 2008  
 W.I.: 1512  
 Referred by: PAC  
 Revised: 12/17/08-C 02/25/09-C  
           04/22/09-C 05/27/09-C  
           06/24/09-C 07/22/09-C  
           09/23/09-C 10/28/09-C  
           11/18/09-C 12/16/09-C  
           01/27/10-C 02/17/10-C

### ABSTRACT

Resolution No. 3875, Revised

This resolution adopts the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheets dated May 14, 2008, December 10, 2008, February 11, 2009, April 8, 2009; the Planning Committee summary sheet dated April 10, 2009; the Programming and Allocations summary sheets dated May 13, 2009, June 10, 2009, July 8, 2009, September 9, 2009, October 14, 2009, November 4, 2009 and December 9, 2009; and the MTC Executive Director's Memorandum to the Commission dated January 26, 2010.

This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2009 TIP'.

### 2009 TIP Revisions

| Revision # | Revision Type       | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|------------|---------------------|---------------|-------------------------|-------------------|---------------------|
| 09-01      | Admin. Modification | 29            | \$2,880,741             | 12/15/2008        | 12/16/2008          |
| 09-02      | Amendment           | 72            | \$28,081,615            | 12/17/2008        | 01/23/2009          |
| 09-03      | Admin. Modification | 15            | \$361,802               | 01/29/2009        | 02/10/2009          |
| 09-04      | Amendment           | 64            | \$303,471,101           | 02/25/2009        | 03/17/2009          |
| 09-05      | Amendment           | 0             | \$1,188,148,640         | 02/25/2009        | 03/17/2009          |
| 09-06      | AQ Amendment        | 151           | \$12,507,578,454        | 04/22/2009        | 05/29/2009          |
| 09-07      | Amendment           | 26            | \$485,263,640           | 02/25/2009        | 03/17/2009          |

2009 TIP Revisions (continued)

| Revision # | Revision Type       | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|------------|---------------------|---------------|-------------------------|-------------------|---------------------|
| 09-08      | Admin. Modification | 6             | \$3,150,000             | 03/17/2009        | 03/18/2009          |
| 09-09      | Admin. Modification | 17            | \$13,711,731            | 04/09/2009        | 04/13/2009          |
| 09-10      | Admin. Modification | 17            | \$7,871,342             | 04/10/2009        | 04/13/2009          |
| 09-11      | Admin. Modification | 2             | \$4,100,000             | 04/16/2009        | 04/16/2009          |
| 09-12      | Admin. Modification | 21            | \$1,919,712             | 04/22/2009        | 04/24/2009          |
| 09-13      | Amendment           | 6             | \$17,137,154            | 04/22/2009        | 06/10/2009          |
| 09-14      | Amendment           | 27            | \$6,591,745             | 04/22/2009        | 06/10/2009          |
| 09-15      | Admin. Modification | 41            | \$20,376,754            | 06/03/2009        | 06/04/2009          |
| 09-16      | Admin. Modification | 8             | \$6,794,240             | 05/22/2009        | 05/27/2009          |
| 09-17      | Amendment           | 28            | \$7,716,699             | 05/27/2009        | 06/23/2009          |
| 09-18      | Amendment           | 34            | \$76,464,607            | 05/27/2009        | 07/08/2009          |
| 09-19      | Admin. Modification | 24            | \$12,048,719            | 06/29/2009        | 06/30/2009          |
| 09-20      | Amendment           | 18            | \$5,041,183             | 06/24/2009        | 07/21/2009          |
| 09-21      | Admin. Modification | 13            | \$2,146,482             | 07/13/2009        | 07/13/2009          |
| 09-22      | Amendment           | 19            | \$449,128,391           | 07/22/2009        | 08/21/2009          |
| 09-23      | Amendment           | 85            | \$437,928,801           | 07/22/2009        | 08/14/2009          |
| 09-24      | Admin. Modification | 10            | \$1,465,021             | 07/23/2009        | 07/23/2009          |
| 09-25      | Admin. Modification | 16            | \$6,218,251             | 08/06/2009        | 08/10/2009          |
| 09-26      | Admin. Modification | 17            | \$3,553,253             | 08/20/2009        | 08/20/2009          |
| 09-27      | Amendment           | 16            | \$57,660,000            | 09/23/2009        | 10/27/2009          |
| 09-28      | Admin. Modification | 25            | \$1,668,172             | 09/16/2009        | 09/17/2009          |
| 09-29      | Admin. Modification | 58            | \$806,640               | 11/10/2009        | 11/12/2009          |



2009 TIP Revisions (continued)

| Revision # | Revision Type          | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|------------|------------------------|---------------|-------------------------|-------------------|---------------------|
| 09-30      | Amendment              | 48            | \$4,768,053             | 10/28/2009        | 12/10/2009          |
| 09-31      | Amendment              | 74            | \$23,763,429            | 11/18/2009        | 01/07/2010          |
| 09-32      | Admin.<br>Modification | 46            | \$400,799               | 12/09/2009        | 12/10/2009          |
| 09-33      | Amendment              | 42            | \$145,413,145           | 12/16/2009        | Pending             |
| 09-34      | Admin.<br>Modification | 12            | \$2,399,951             | 12/17/2009        | 12/17/2009          |
| 09-35      | Admin.<br>Modification | 6             | \$587,000               | 12/22/2009        | 12/22/2009          |
| 09-36      | Admin.<br>Modification |               |                         | Pending           | Pending             |
| 09-37      | Amendment              | 3             | \$129,500,000           | 01/27/2010        | Pending             |
| 09-38      | Amendment              | 1             | \$270,000,000           | 01/27/2010        | Pending             |
| 09-39      | Amendment              | 4             | \$70,000,000            | 02/17/2010        | Pending             |
| Total      |                        | 1101          | \$16,306,117,267        |                   |                     |

Date: May 28, 2008  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2009 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3875

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) require the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and MTC Resolutions Nos. 2730 and 3075, which establish the current Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2009 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); now, therefore be it

RESOLVED, that MTC adopts the 2009 TIP, attached hereto as Attachment 'A' and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2009 TIP in cooperation with county Congestion Management Agencies, the Bay Area Air Quality Management District, transit operators, the California Department of Transportation (Caltrans), counties and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2009 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2009 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2009 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that amendments to the 2009 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in MTC Resolution No. 3875, and that staff have the authority to make technical corrections, and the Executive Director has the signature authority to approve administrative modifications and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP shall be accomplished in accordance with procedures and guidelines set forth in MTC Resolutions Nos. 2730 and 3075 Revised, and as otherwise adopted by MTC; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2009 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Bill Dodd, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 28, 2008.

Date: May 28, 2008  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 3875  
Page 1 of 1

### **2009 Transportation Improvement Program**

The 2009 Transportation Improvement Program for the San Francisco Bay Area, adopted May 28, 2008, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices

Date: May 28, 2008  
W.I.: 1512  
Referred by: PAC  
Revised: 12/17/08-C 02/25/09-C  
04/22/09-C 05/27/09-C  
06/24/09-C 07/22/09-C  
09/23/09-C 10/28/09-C  
11/18/09-C 12/16/09-C  
01/27/10-C 02/17/10-C

Attachment B  
Resolution No. 3875  
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### **Revisions to the 2009 TIP**

Revisions to the 2009 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 09-01 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 15, 2008, with final approval by Caltrans on December 16, 2008. It makes revisions to 29 projects with a net increase in funding of \$2,880,741. Among other minor changes, it updates funding amounts, fund sources, project descriptions and project sponsors to reconcile with changes made through administrative modifications 07-27 and 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-02 is an amendment referred by the Programming and Allocations Committee on December 10, 2008 and approved by the MTC Commission on December 25, 2008, with final approval by FHWA/FTA on January 23, 2009. It makes revisions to 72 projects with a net increase in funding of \$28,081,615. Among other changes, it updates funding amounts to reflect changes made through Amendment 07-26 which revised the 2007 TIP after the Commission had approved the 2009 TIP. This amendment also reconciles STP/CMAQ funding that was obligated in FY 2007/08, modifies projects to reflect actions taken by the California Transportation Commission and makes adjustments to various grouped project listings at the request of Caltrans. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-03 is an administrative modification approved by MTC's Executive Director under delegation of authority on January 29, 2009, with final approval by Caltrans on February 10, 2009. It makes revisions to 15 projects with a net change in funding of \$361,802. One significant change in this revision includes combining the Doyle Drive Congestion Tolling project (SF-070043) into the Doyle Drive Replacement project (SF-991030), to reflect the

changes made through administrative modification 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Another change is to split the New Freedom Grouped Listing (REG070013) into three separate New Freedom (NF) grouped listings: NF FY06 Small UA (REG070013), NF FY07 Large UA (REG090004) and NF FY07/09 Small UA (REG090005) with updated project costs and lists to provide clarity. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-04 is an amendment referred by the Programming and Allocations Committee on February 11, 2009, and approved by the MTC Commission on February 25, 2009, with final approval by FHWA/FTA on March 17, 2009. It makes revisions to 64 projects with a net increase in funding of roughly \$303.4 million. Among other changes, it updates project lists and costs of several SHOPP Grouped listings. It adds the High Street Bridge back into the TIP and amends in 10 new projects into the TIP. Of these four received FTA 5320 grant funds and the revenues are accounted for as part of this revision. The amendment programs the second cycle funds of the Safe Routes to School grants into the TIP and seven projects are archived from the TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

TIP Amendment 09-05 is an amendment referred by the Programming and Allocations Committee on February 11, 2009, and approved by the MTC Commission on February 25, 2009, with final approval by FHWA/FTA on March 17, 2009. It amends in the funding revenues for the American Recovery and Reinvestment Act (ARRA) as shown in the table below. This amendment adds in additional revenues only, to demonstrate financial constraint for the 2009 TIP. Several projects to be funded with ARRA funding are included in a companion Amendment 09-07 under Item 3c. Additional projects will be added under subsequent TIP revisions.

| ARRA Funding Revenues TIP Revision 09-05 |                 |
|--|-----------------|
| Fund Type                                | Amount          |
| FHWA Administered Funds                  | \$845,000,000   |
| FTA Administered Funds                   | \$343,148,640   |
| Total                                    | \$1,188,148,640 |

Revision 09-06 is an amendment deferred by the Planning Committee on March 13, 2009 and referred by the Planning Committee on April 10, 2009, and approved by the MTC Commission on April 22, 2009, with final approval by FHWA/FTA on May 29, 2009. Amendment #09-06 serves to conform the 2009 TIP to the new Transportation 2035 Plan for air quality conformity purposes. TIP Amendment 09-06 modifies approximately 17 projects and adds approximately 134 non-exempt projects with a net increase in funding of roughly \$12.5 billion, including the addition of new projects as a result of recently approved voter initiatives, such as the Bay Area Rapid Transit District's (BART's)- Warm Springs to Silicon Valley with a total cost of \$7.587 billion and Sonoma Marin Area Rail Corridor (SMART) project for \$646 million; it adds the San Jose International Airport People Mover project for \$512 million; adds the Freeway Performance Initiative for \$222 million and adds the Bayview Transportation Improvements



project for \$126 million. The amendment also adds various Proposition 1B Trade Corridors Improvement Fund (TCIF) projects recently adopted by the California Transportation Commission (CTC); adds new projects approved by the CTC in the 2008 State Transportation Improvement Program (STIP), reconciles project costs to the new RTP (T-2035), and adds or deletes other air quality non-exempt projects consistent with the new RTP. The conformity analysis done for the Transportation 2035 Plan also serves to re-conform the entire 2009 TIP.

Revision 09-07 is an amendment referred by the Programming and Allocations Committee on February 11, 2009, and approved by the MTC Commission on February 25, 2009, with final approval by FHWA/FTA on March 17, 2009. TIP Amendment 09-07 amends in 26 new grouped listings into the TIP with a net change in funding of \$485.3 million in American Recovery and Reinvestment Act (ARRA) and local funds. This revision programs \$395.1 million of the ARRA revenues amended into the TIP as part of Revision 09-05. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-08 is an administrative modification approved by MTC's Executive Director under delegation of authority on March 17, 2009, with final approval by Caltrans received on March 18, 2009. It makes revisions to 6 projects with a net change in funding of \$3.15 million. The revision programs \$132,298,000 in federal American Recovery and Reinvestment Act (ARRA) funds in place of existing funding and adds Highway Maintenance projects. Among other changes, the US-101 Doyle Drive Replacement project in San Francisco (SF-991030) received \$50,000,000 in federal ARRA-SHOPP funding instead of later local funds to allow a segment of the project to be delivered sooner. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-09 is an administrative modification approved by MTC's Director under delegation of authority on April 9, 2009, with final approval by Caltrans on April 13, 2009. It makes revisions to 17 projects with a net increase in funding of approximately \$13.7 million. One significant change in this revision is the addition of four million dollars in FTA 5309 New Starts funds to AC Transit's Enhanced Bus - Telegraph/International/East 14th project (ALA050017). The Caltrans managed Grouped Listing for State Highway Operations and Protection Program (SHOPP) - Emergency Response was updated to include three new projects in FY 2008-09 and one in FY 2009-10 with a net increase in cost of \$2.4 million. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-10 is an administrative modification approved by MTC's Director under delegation of authority on April 10, 2009, with final approval by Caltrans on April 13, 2009. It makes revisions to 13 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net decrease in funding of approximately \$7.8 million. One significant change in this revision is the creation of a Grouped Listing for Highway Maintenance Projects receiving ARRA funds (REG090034) by splitting the project originally listed in the SHOPP - Roadway Preservation Grouped Listing in the TIP (MTC050009) to allow for easier reporting and tracking of ARRA

funds. All other changes primarily updated the back-up lists and costs of grouped listings. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-11 is an administrative modification approved by MTC's Director under delegation of authority on April 16, 2009, with final approval by Caltrans on April 16, 2009. It makes revisions to two projects receiving State American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$4.1 million. The changes reflect the actions taken at the April California Transportation Commission meeting. The Marin US 101 HOV Gap Closure project (MRN990001) received \$2.1 million in State ARRA-TE funds and \$2 million in RIP funds in FY09. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was updated by adding \$92.7 million in State ARRA funds in FY09 in place of \$2.7 million in IIP funds and \$90 million in CMIA funds programmed in the TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-12 is an administrative modification approved by MTC's Deputy Executive Director under delegation of authority on April 22, 2009, with final approval by Caltrans on April 24, 2009. It makes revisions to 21 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$1.9 million. One significant change in this revision is the creation of the San Mateo County: Install TMS Elements (SM-090023) project by splitting the project originally listed in the SHOPP - Mobility Grouped Listing in the TIP (MTC050006) to allow for easier reporting and tracking of ARRA funds. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was also updated by adding \$104.957 million in State ARRA funds in FY09 in place of \$31 million in RIP funds and \$73.957 million in CMIA funds programmed in the TIP. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-13 is an amendment referred by the Programming and Allocations Committee on April 8, 2009 and approved by the MTC Commission on April 22, 2009, with final approval by FHWA/FTA on June 10, 2009. The amendment only makes revisions to 6 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net change in funding of approximately \$17.1 million. Among other changes, the amendment adds three new projects (Yountville SR 29 Bicycle Safety Improvements project - NAP090001, Pedestrian Signal Upgrades - SF-090029, and McGary Road Safety Improvements Project - SOL090004). The amendment also adds \$10 million in ARRA funds to the Vasco Road Safety Improvements - Contra Costa project (CC-050030). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-14 is an amendment referred by the Programming and Allocations Committee on April 8, 2009 and approved by the MTC Commission on April 22, 2009, with final approval by FHWA/FTA on June 10, 2009. The amendment makes revisions to a total of 27 projects with a net increase in funding of approximately \$6.6 million. The amendment serves to update projects

to reflect the revised Urban Partnership Program Agreement (UPA). Among other changes, the UPP Pre-Implementation project (SF-070044) was deleted from the TIP and the new Congestion Pricing Study and Coordination project (SF-090028) was added into the TIP. The revision also adds three other new projects into the TIP, two that program the new State Local Partnership Program funds and one that programs the FLHP funds received. The amendment deletes the Santa Rosa City Bus Route 19 /12 (SON070014) project as it was duplicated in the TIP and the Caltrain Fare Equipment Replacement project (SM-030029) as all the funds within the TIP period are being transferred to the Signal/Communication Rehabilitation & Upgrades project (SM-050041). The funding plan of the I-680 Sunol Grade - Alameda project (ALA991084) was updated to include \$72 million in Proposition 1B SHOPP funds that were originally listed under the Grouped Listing - SHOPP - Mandated and Prop IB (VAR991009). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-15 is an administrative modification approved by MTC's Deputy Executive Director under delegation of authority on June 3, 2009, with final approval by Caltrans on June 4, 2009. It makes revisions to 41 projects with a net increase in funding of approximately \$2.02 million. Among other changes, it updates project lists and costs of three Caltrans managed SHOPP Grouped listings. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-16 is an administrative modification approved by MTC's Deputy Executive Director under delegation of authority on May 22, 2009, with final approval by Caltrans on May 27, 2009. It makes revisions to eight American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of approximately \$6.8 million. The back-up lists and costs of grouped listings are updated with this revision. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-17 is an amendment referred by the Programming and Allocations Committee on May 13, 2009 and approved by the MTC Commission on May 27, 2009, with final approval by FHWA/FTA on June 23, 2009. The amendment makes revisions to total of 28 projects with net change in funding of -\$7.7 million. The amendment is the Annual All Transit or Program of Projects (POP) TIP amendment that makes revisions to transit projects to reflect the fiscal year 2008-09 appropriations that were enacted in March as part of the omnibus appropriations act and the apportionments of the FTA 5307 and 5309 Fixed Guide way programs to urbanized areas that were released by FTA on April 27. One significant change in this amendment is the addition of \$12.6 million to the BART Car Replacement project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-18 is an amendment referred by the Programming and Allocations Committee on May 13, 2009 and approved by the MTC Commission on May 27, 2009, with final approval by

FHWA/FTA on July 8, 2009. The amendment makes revisions to total of 34 projects with net change in funding of \$76.5 million. It adds twelve new projects into the TIP and these include the SR 12/29/221 Soscot Junction Interchange (Flyover) Study project with \$6.3 million in State funds; ten regional planning projects and a new TIP listing for the Pavement Technical Assistance Program. These were split from existing projects to mark the start of the new federal authorization period. One significant change in this amendment is the increase in costs of the Golden Gate Bridge - Suicide Deterrent System project, with \$5 million in FY 2010-11 and \$45 million in uncommitted funds in FY 2012-13. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-19 is an administrative modification approved by MTC's Executive Director under delegation of authority on June 29, 2009, with final approval by Caltrans on June 30, 2009. It makes revisions to 24 projects with a net increase in funding of \$12 million. Among other changes, the revision updates the back-up lists and costs of seven American Recovery and Reinvestment Act (ARRA) funded grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Bridge Preservation projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-20 is an amendment referred by the Programming and Allocations Committee on June 10, 2009, with approval by the MTC Commission on June 24, 2009, with final approval by FHWA/FTA received on July 21, 2009. The amendment makes revisions to 18 projects with a net decrease in funding of approximately \$5 million. The amendment adds seven new projects into the TIP: three transit projects (scheduled to receive part of the \$15.3 million in American Recovery and Reinvestment Act (ARRA) funds), two new planning projects (funded with Other Local funds), one grade crossing design project (funded with TCSP earmarks funds) and one pavement overlay project (funded with SLPP funds and Other Local funds). The amendment also updates funding plans of the ARRA funded SHOPP projects to reflect actual obligations, at the request of Caltrans and among other changes, the amendment also changes the funding plan for the Doyle Drive Replacement Project as follows: it moves approximately \$35 million from FY 2007-08 to FY 2008-09 for the Doyle Drive Replacement Project and changes the fund source for \$80 million from Other Local funds to AB1171 funds. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-21 is an administrative modification approved by MTC's Deputy Executive Director under delegation of authority on July 13, 2009, with final approval by Caltrans received on July 13, 2009. It makes revisions to 13 projects with a net increase in funding of \$2.1 million. Among other changes, the revision updates the back-up lists and costs of four American Recovery and Reinvestment Act (ARRA) grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Emergency Response projects. For six projects in this revision, the fund source is changed from CMAQ funds to STP funds due to the FY 2008-09



Rescission of CMAQ Apportionment. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-22 is an amendment referred by the Programming and Allocations Committee on July 8, 2009, with approval by the MTC Commission expected on July 22, 2009 with final approval by FHWA/FTA received on August 21, 2009. TIP Amendment 09-21 makes revisions to 19 projects with a net increase in funding of approximately \$449.1 million. The amendment adds six new regional projects into the TIP funded with Other Local funds. The significant change in this amendment is the updated funding plan for the Transbay Terminal Project with an updated cost of \$1.2 billion, with the funds being added in FY13 and FY14. The amendment also programs \$70 million in American Recovery and Reinvestment Act (ARRA) funds to the Oakland Airport Connector project in FY09. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-23 is an amendment referred by the Programming and Allocations Committee on July 8, 2009, with approval by the MTC Commission on July 22, 2009 and with final approval by FHWA/FTA received on August 14, 2009. It is an all transit TIP amendment that makes revisions to 85 projects with a net increase in funding of approximately \$437.9 million. The amendment programs \$350 million in FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for FY 2009-10, as adopted by the commission through the San Francisco Bay Area Regional Transit Capital Priorities program. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-24 is an administrative modification approved by MTC's Executive Director under delegation of authority on June 23, 2009, with final approval by Caltrans received on June 23, 2009. It makes revisions to 10 projects with a net decrease in funding of approximately \$1.5 million. Among other changes, the revision updates the back-up list for the American Recovery and Reinvestment Act (ARRA) funded - San Mateo Local Streets and Roads Rehabilitation Projects Grouped Listing with a net decrease in funding of \$4.4 million. The revision updates the project cost of the Santa Rosa Bus: Operating Assistance project to include \$1.6 million in additional funds and updates the funding plan of the Doyle Drive project to reprogram \$17.5 million in SHOPP Funds from FY 2006-07 to FY 2008-09. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-25 is an administrative modification approved by MTC's Executive Director under delegation of authority on August 6, 2009, with final approval by Caltrans received on August 10, 2009. It makes revisions to 16 projects with a net increase in funding of approximately \$6.2 million. Among other changes, the revision updates the project costs of thirteen regional planning projects to include STP or CMAQ funds and updates the local matching funds. The funding plan of AC Transit's Preventive Maintenance program was updated to include \$1.8 million in FTA 5307 funds transferred in from the AC Transit Facilities Upgrade project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-26 is an administrative modification approved by MTC's Deputy Executive Director, Operations under delegation of authority on August 20, 2009, with final approval by Caltrans received on August 20, 2009. It revises 17 projects with a net decrease in funding of approximately \$3.6 million. Among other changes, the revision updates six Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings. The revision also updates six Caltrans managed Grouped Listings. Another significant change in this revision is the update to the funding plan of the Sonoma Marin Area Rail Corridor project by removing \$5 million in FTA section 5309 funds that were not allocated. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-27 is an amendment referred by the Programming and Allocations Committee on September 9, 2009, with approval by the MTC Commission on September 23, 2009 and with final approval by FHWA/FTA received on October 27, 2009. It revises 16 projects with a net decrease in funding of approximately \$57.7 million. Among other changes, the amendment:

- Adds four new projects into the TIP (two planning projects, one bike project and one local road rehabilitation project)
- Deletes two projects from the TIP: The Grand/MacArthur Blvd Corridor Improvements project because the funds are being used for the new Study Contra Flow Lanes on Bay Bridge project; and the Alameda-Oakland Ferry Main Street Barge project because the listing was a duplicate of an existing project.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
  - Collision Reduction increases by \$62.9 million with the addition of several projects, including safety projects on SR84 and SR152.
  - Emergency Response increases by \$43.2 million with the addition of several projects, including a safety project on Route 580.
  - Bridge Preservation decreases by \$151.2 million to remove duplicate programming in the back-up listing.
  - Roadway Preservation decreases by \$18.5 million.
- Updates the back-up list and project cost of the Grouped Listing funded with FTA 5307 ARRA funds for the Concord Urbanized Area to add operating assistance projects.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-28 is an administrative modification approved by MTC's Deputy Executive Director under delegation of authority on September 16, 2009, with final approval by Caltrans received on September 17, 2009. It revises 25 projects with a net increase in funding of approximately \$1.7 million. Among other changes, the revision updates 11 Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and use the recent FTA operations flexibility. The revision also updates the funding plans of various projects including changes in the US 101 Doyle Drive

Replacement project (\$12.2M in CON phase funds being reprogrammed to ROW phase to address corresponding change in cost for the phases) and I-580 TriValley Corridor - EB HOV/HOT Lanes project (\$7.5M in CON phase funds being reprogrammed to PE phase). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-29 is an administrative modification approved by MTC's Executive Director under delegation of authority on November 10, 2009, with final approval by Caltrans received on November 12, 2009. It revises 58 projects with a net decrease in funding of approximately \$807,000. Among other changes, the revision updates nine Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. Among other changes, the revision also updates 14 regional planning projects to reflect the commission approval of the STP/CMAQ programming for these projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-30 is an amendment referred by the Programming and Allocations Committee on October 14, 2009, with approval by the MTC Commission on October 28, 2009 and with final approval by FHWA/FTA on December 10, 2009. It revises 48 projects with a net increase in funding of approximately \$4.8 million. Among these changes, the amendment:

- Deletes thirty completed projects from the TIP (twenty local streets and roads projects and ten transit projects) and the Golden Gate Transit project to replace 34 - 1991 40' TMC buses (MRN050023) because all the funds (\$8,293,951 in FY 2009 Section 5307 funds and \$2,073,488 of corresponding local match) are being transferred to the Facilities Rehabilitation Project (MRN050025).
- Adds one new Caltrans managed SHOPP Grouped Listing for Highway Maintenance with four projects totaling \$19.1 million.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
  - Mandates and Prop 1B decrease by \$52.9 million to remove a state cash funded project from the TIP, because it does not need federal reimbursement).
  - Emergency response increases by \$23.9 million due increase in construction costs for various projects.
  - Collision Reduction increases by \$17.9 million.
  - Mobility decreases by \$6.3 million

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-31 is an amendment referred by the Programming and Allocations Committee on November 4, 2009, with approval by the MTC Commission on November 18, 2009 and with final approval by FHWA/FTA on January 7, 2010. It revises 74 projects with a net increase in funding of approximately \$23.8 million. The significant changes in the amendment are as follows:

- Deletes 63 completed projects from the TIP (42 local streets and roads projects, 2 highway projects; and 19 transit projects)
- Adds one new MTC managed grouped listing for New Freedom funds for FY08 and FY09 for large urbanized areas totaling \$5.8 million
- Adds a \$6.4 million in ARRA TIGGER funds to the AC Transit sponsored Zero Emission Bus Advanced Demonstration project
- Updates the funding plan for the San Mateo County Traffic Incident Management project to add \$1M in RIP funds from the Willow Road Interchange project (SM010047); \$500K in RIP funds, \$2.3M in TLSP funds and \$4M in Other Local funds
- Updates back-up list and project cost of the Caltrans managed Grouped Listing for railroad crossings to include \$6.6 million in Section 130 Funds in FY 2010.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-32 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 9, 2009, with final approval by Caltrans received on December 10, 2009. It revises 46 projects with a net decrease in funding of approximately \$401,000. The revision updates seven Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-33 is an amendment referred by the Programming and Allocations Committee on December 9, 2009, with approval by the MTC Commission on December 16, 2009 and with final approval by FHWA/FTA expected in the end of January 2010. It revises 42 projects with a net increase in funding of approximately \$145.4 million. The amendment also serves to update the fiscal constraint demonstration of the TIP to show a decrease in revenues, including \$174 million in private funding and approximately \$6 billion in local revenues (17% of the total TIP revenues) due to current economic factors and partly due to the reconciliation of available capital revenues. Even with these revenue adjustments, the TIP remains financially constrained. Noteworthy project changes in the amendment are as follows:

- Deletes 25 completed projects from the TIP (9 local streets and roads projects, 2 highway projects; and 14 transit projects) and one project because the proposed local funds for the project did not materialize (Gilroy - Railroad Ave. Streetscape project).
- Updates the back-up list and project cost of the Caltrans managed Grouped Listing for Highway Bridge Program to include \$166.7 million in new programming.
- Updates the funding plan for the BART Oakland Airport Connector project to remove \$174 million in private funds and \$36.2 million in Other Local funds, and add \$101.6 million in TIFIA funds, \$47.2 million in RM2 funds, \$20 million in SLPP funds, \$12.8 million in PTMISEA funds and \$12.7 million in XTRAN funds.
- Updates the funding plan for the Transbay Transit Center – TIFIA Loan Debt Service based on TIFIA loan agreement by \$50.7 million.



- Transfers \$17.5 million in CMAQ funds from the AC Transit sponsored Enhanced Bus - Telegraph/Intl/East 14th project (ALA050017) to the new AC Transit - Operating Service project (ALA090051) conditioned on approval by MTC at its December 16, 2009 meeting of the reassignment of \$35 million in CMAQ funds (MTC Resolution No. 3831, Revised).

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-34 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 17, 2009, with final approval by Caltrans received on December 17, 2009. It revises 12 projects with a net increase in funding of approximately \$2.4 million. The revision updates three Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The revision also updates the funding plan of the Freeway Performance Initiative project (REG090003) to reconcile and reduce the regional element ARRA funds by \$4,356,050 to match actual obligation. These ARRA funds are being added into the Santa Clara: US 101 / Tully Road Interchange Modifications project (SCL050033) in place of existing Other Local funds, in accordance with the Commission action taken on December 16, 2009. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-35 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 22, 2009, with final approval by Caltrans received on December 22, 2009. It revises six projects with a net decrease in funding of approximately \$587,000. The revision updates two Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The revision also updates the funding plan of the US 101 Doyle Drive Replacement project (SF-991030) to add in \$73.9 million in state ARRA SHOPP funds in place of existing SHOPP funds with no net change on total project cost. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-36 is Pending.

Revision 09-37 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FHWA expected in early February, 2010. The revision would amend in potential FHWA revenues for a future Jobs Bill as well as three locally-funded lump sum or Grouped Listings for rehabilitation and safety projects as shown in the table below. While under normal operating procedures, staff would not recommend amending in federal revenues for new programs until they have been secured through final federal approval, we have been advised by both Caltrans and FHWA that this deviation from typical practice will be allowed in order to be

prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

| Potential Jobs Bill Funding Revenues                          |                      |
|---|----------------------|
| Fund Type   | Amount               |
| FHWA Administered Funds<br>(State, and Regional, STP, and TE) | \$438,517,792        |
| <b>Total</b>  | <b>\$438,517,792</b> |

| Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded) |                      |
|---|----------------------|
| Project Type  | Amount               |
| Various Local Road Rehabilitation and Maintenance                 | \$117,000,000        |
| Various Safety Projects   | \$5,000,000          |
| Various Bicycle and Pedestrian Projects                           | \$7,500,000          |
| <b>Total</b>  | <b>\$129,500,000</b> |

Revision 09-38 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FTA expected in early February, 2010. The revision would amend in potential FTA revenues for a future Jobs Bill as well as a locally-funded lump sum or Grouped Listing for rehabilitation projects as shown in the table below. While under normal operating procedures, staff would not recommend amending in federal revenues for new programs until they have been secured through final federal approval, we have been advised by both Caltrans and FHWA that this deviation from typical practice will be allowed in order to be prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

| Potential Jobs Bill Funding Revenues |                      |
|--------------------------------------|----------------------|
| Fund Type                            | Amount               |
| FTA Administered Funds               | \$343,148,640        |
| <b>Total</b>                         | <b>\$343,148,640</b> |

| Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded) |                      |
|---|----------------------|
| Project Type  | Amount               |
| Various Transit Rehabilitation and Maintenance                    | \$270,000,000        |
| <b>Total</b>  | <b>\$270,000,000</b> |

Revision 09-39 is an amendment approved by the MTC Commission on January 27, 2010, and effective as of February 17, 2010. It revises four projects with a net increase in programming of \$70 million. The revision removes \$70 million in American Reinvestment and Recovery Act (ARRA) Transit Capital Assistance Funding from the BART sponsored Oakland Airport

Connector project, and adds \$70 million in Other Local funding in its place. The revision reprograms the \$70 million of FTA ARRA funds in three projects as adopted by the Commission (Tier 2 projects):

- \$67,462,879 to a new grouped listing of Transit operations and rehabilitation projects
- \$527,655 to the Vacaville Intermodal Station project
- \$2,009,466 to the Vallejo Ferry Terminal Inter-modal Facility

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements

# TIP Revision Summary 2009-39

| TIP ID                | Sponsor                                | Project Name                                | Description of Change  | Funding Change (\$) | Funding Change (%) |
|-----------------------|--|---|--|---------------------|--------------------|
| System: Transit       |  |   |  |                     |                    |
| BRT990002             | Bay Area Rapid Transit District (BART) | BART Oakland Airport Connector              | Fund source change: Change the fund source for \$70M in ARRA funds to Other Local funds  | \$0                 | 0.0%               |
| REG090064             | Various Agencies                       | Group Listing-ARRA Transit Ops & Rehab      | Amend in new grouped listing of Transit operations and Rehabilitation Projects that receive \$67,462,879 in FTA 5307 ARRA funds that have been redirected from the Oakland Airport Connector project | \$67,462,879        | ~%                 |
| SOL050013             | Vacaville                              | Vacaville Intermodal Station                | Add in \$527,655 in 5307 ARRA funds that have been redirected from the Oakland Airport Connector project.  | \$527,655           | 4.1%               |
| SOL950035             | Vallejo                                | Vallejo Ferry Terminal Inter-modal Facility | Add in \$2,009,466 in ARRA 5307 funds that have been redirected from the Oakland Airport Connector project   | \$2,009,466         | 2.6%               |
| Total Funding Change: |  |   |  | \$70,000,000        |                    |

## TIP Revision Summary

|           | Federal       | State        | Regional      | Local         | Total         | 2009 TIP Only |
|-----------|---------------|--------------|---------------|---------------|---------------|---------------|
| Current:  | \$219,331,045 | \$67,991,333 | \$182,434,375 | \$149,143,125 | \$618,899,878 | \$477,921,063 |
| Proposed: | \$219,331,045 | \$67,991,333 | \$182,434,375 | \$219,143,125 | \$688,899,878 | \$547,921,063 |
| Delta:    | \$0           | \$0          | \$0           | \$70,000,000  | \$70,000,000  | \$70,000,000  |

**Report of TIP Revision 2009-39**  
(By Phase & Fund Source)

**PROPOSED**

|   |                           |                   |                         |                       |
|---|---------------------------|-------------------|-------------------------|-----------------------|
| TIP ID: BRT990002   | Revision: 2009-39         | Version: 18       | Status: PROPOSED        | CTIPS ID: 10600000112 |
| Sponsoring Agency: BART   | Implementing Agency: BART |                   |                         |                       |
| Trans. System: TRANSIT  | Mode: RAIL                | Hwy Rte:          | Project Type: OTHER     | Purpose: EXPANSION    |
| Project Name: BART Oakland Airport Connector  |                           |                   |                         |                       |
| Proj Description: The Oakland Airport Connector Project will provide a 3.2 mile Automated Guidway Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-way. |                           |                   |                         |                       |
| Revision Reason: Fund source change: Change the fund source for \$70M in ARRA funds to Other Local funds  |                           |                   |                         |                       |
| Primary RTP ID: 21131   | Sec. RTP ID:              | RTP Cycle: T-2035 | RTP Cost: \$459,000,000 | Review: PR            |
| RTP Description: Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport   |                           |                   |                         |                       |
| AQ Description: Non-Exempt Project  |                           |                   |                         |                       |

| Phase         | Fund Source      | Total         | Prior        | FY 08/09      | FY 09/10      | FY 10/11 | FY 11/12     | Later |
|---------------|------------------|---------------|--------------|---------------|---------------|----------|--------------|-------|
| ENV           | RIP-T2           | \$3,800,000   | \$3,800,000  | -             | -             | -        | -            | -     |
| PSE           | RIP-T2           | \$1,730,000   | \$1,730,000  | -             | -             | -        | -            | -     |
| PSE           | SALESTAX-TRANSIT | \$9,702,000   | \$9,702,000  | -             | -             | -        | -            | -     |
| ROW           | RIP-T2           | \$10,000,000  | \$10,000,000 | -             | -             | -        | -            | -     |
| CON           | BT-RM1           | \$31,000,000  | -            | \$31,000,000  | -             | -        | -            | -     |
| CON           | BT-RM2           | \$115,200,000 | -            | \$115,200,000 | -             | -        | -            | -     |
| CON           | LOCAL GEN FUND   | \$113,800,000 | -            | -             | \$43,800,000  | -        | \$70,000,000 | -     |
| CON           | PPPPP-T3         | \$24,999,999  | -            | \$24,999,999  | -             | -        | -            | -     |
| CON           | PROP-1B          | \$32,800,000  | -            | -             | \$32,800,000  | -        | -            | -     |
| CON           | PVT              | -             | -            | -             | -             | -        | -            | -     |
| CON           | RIP-T2           | \$5,000,000   | \$5,000,000  | -             | -             | -        | -            | -     |
| CON           | SALESTAX-TRANSIT | \$79,350,000  | -            | \$79,350,000  | -             | -        | -            | -     |
| CON           | TIFIA-T3         | \$101,618,001 | -            | -             | \$101,618,001 | -        | -            | -     |
| Total Funding |                  | \$529,000,000 | \$30,232,000 | \$250,549,999 | \$178,218,001 | -        | \$70,000,000 | -     |

**CURRENT**

|   |                           |                   |                         |                       |
|---|---------------------------|-------------------|-------------------------|-----------------------|
| TIP ID: BRT990002   | Revision: 2009-33         | Version: 17       | Status: ACTIVE          | CTIPS ID: 10600000112 |
| Sponsoring Agency: BART   | Implementing Agency: BART |                   |                         |                       |
| Trans. System: TRANSIT  | Mode: RAIL                | Hwy Rte:          | Project Type: OTHER     | Purpose: EXPANSION    |
| Project Name: BART Oakland Airport Connector  |                           |                   |                         |                       |
| Proj Description: The Oakland Airport Connector Project will provide a 3.2 mile Automated Guidway Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-way.               |                           |                   |                         |                       |
| Revision Reason: Update funding plan to remove \$174M in PVT funds & \$36.2M in Other Local funds; and add in \$101.618M in TIFIA funds; \$47.2M in RM2 funds; \$20M in SLPP funds; \$12.8M in PTMISEA funds and \$12.719M in XTRAN funds |                           |                   |                         |                       |
| Primary RTP ID: 21131   | Sec. RTP ID:              | RTP Cycle: T-2035 | RTP Cost: \$459,000,000 | Review: PR            |
| RTP Description: Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport   |                           |                   |                         |                       |
| AQ Description: Non-Exempt Project  |                           |                   |                         |                       |

| Phase         | Fund Source      | Total         | Prior        | FY 08/09      | FY 09/10      | FY 10/11 | FY 11/12 | Later |
|---------------|------------------|---------------|--------------|---------------|---------------|----------|----------|-------|
| ENV           | RIP-T2           | \$3,800,000   | \$3,800,000  | -             | -             | -        | -        | -     |
| PSE           | RIP-T2           | \$1,730,000   | \$1,730,000  | -             | -             | -        | -        | -     |
| PSE           | SALESTAX-TRANSIT | \$9,702,000   | \$9,702,000  | -             | -             | -        | -        | -     |
| ROW           | RIP-T2           | \$10,000,000  | \$10,000,000 | -             | -             | -        | -        | -     |
| CON           | 5307-ARRA        | \$70,000,000  | -            | -             | \$70,000,000  | -        | -        | -     |
| CON           | BT-RM1           | \$31,000,000  | -            | \$31,000,000  | -             | -        | -        | -     |
| CON           | BT-RM2           | \$115,200,000 | -            | \$115,200,000 | -             | -        | -        | -     |
| CON           | LOCAL GEN FUND   | \$43,800,000  | -            | -             | \$43,800,000  | -        | -        | -     |
| CON           | PPPPP-T3         | \$24,999,999  | -            | \$24,999,999  | -             | -        | -        | -     |
| CON           | PROP-1B          | \$32,800,000  | -            | -             | \$32,800,000  | -        | -        | -     |
| CON           | PVT              | -             | -            | -             | -             | -        | -        | -     |
| CON           | RIP-T2           | \$5,000,000   | \$5,000,000  | -             | -             | -        | -        | -     |
| CON           | SALESTAX-TRANSIT | \$79,350,000  | -            | \$79,350,000  | -             | -        | -        | -     |
| CON           | TIFIA-T3         | \$101,618,001 | -            | -             | \$101,618,001 | -        | -        | -     |
| Total Funding |                  | \$529,000,000 | \$30,232,000 | \$250,549,999 | \$248,218,001 | -        | -        | -     |

End of Project BRT990002



# Report of TIP Revision 2009-39

## (By Phase & Fund Source)

### PROPOSED

|                   |                   |            |                  |           |
|-------------------|-------------------|------------|------------------|-----------|
| TIP ID: REG090064 | Revision: 2009-39 | Version: 1 | Status: PROPOSED | CTIPS ID: |
|-------------------|-------------------|------------|------------------|-----------|

Sponsoring Agency: Various      Implementing Agency: Various

|                        |           |          |                         |                      |
|------------------------|-----------|----------|-------------------------|----------------------|
| Trans. System: TRANSIT | Mode: BUS | Hwy Rte: | Project Type: LOCAL BUS | Purpose: MAINT/REHAB |
|------------------------|-----------|----------|-------------------------|----------------------|

Project Name: Group Listing-ARRA Transit Ops & Rehab

Proj Description: Regional: Includes all transit operations and rehabilitation projects receiving FTA 5307 ARRA funds redirected from the Oakland Airport Connector project. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

Revision Reason: Amend in new grouped listing of Transit operations and Rehabilitation Projects that receive \$67,462,879 in FTA 5307 ARRA funds that have been redirected from the Oakland Airport Connector project

Primary RTP ID: 94636      Sec. RTP ID:      RTP Cycle: T-2035      RTP Cost: \$40,309,300,000      Review:

RTP Description: San Francisco Municipal Transportation Agency (Muni) – transit operating and capital improvement program (including replacement, rehabilitation and other minor enhancements for rolling stock, equipment, fixed facilities and other capital assets, does not include system expansion)

AQ Description: Rehabilitation of transit vehicles

| Phase         | Fund Source | Total        | Prior | FY 08/09 | FY 09/10     | FY 10/11 | FY 11/12 | Later |
|---------------|-------------|--------------|-------|----------|--------------|----------|----------|-------|
| CON           | 5307-ARRA   | \$67,462,879 | -     | -        | \$67,462,879 | -        | -        | -     |
| Total Funding |             | \$67,462,879 | -     | -        | \$67,462,879 | -        | -        | -     |

End of Project REG090064

**Report of TIP Revision 2009-39**  
(By Phase & Fund Source)

**PROPOSED**

|                              |  |                   |               |            |                                |                  |                |                       |           |
|------------------------------|--|-------------------|---------------|------------|--------------------------------|------------------|----------------|-----------------------|-----------|
| TIP ID: SOL050013            |  | Revision: 2009-39 |               | Version: 7 |                                | Status: PROPOSED |                | CTIPS ID: 20600003352 |           |
| Sponsoring Agency: Vacaville |  |                   |               |            | Implementing Agency: Vacaville |                  |                |                       |           |
| Trans. System:               | TRANSIT  | Mode:             | OTHER TRANSIT | Hwy Rte:   |                                | Project Type:    | STRUCTURE/BLDG | Purpose:              | EXPANSION |
| Project Name:                | Vacaville Intermodal Station   |                   |               |            |                                |                  |                |                       |           |
| Proj Description:            | Vacaville: Vacaville Intermodal Station; Construct Express Bus Intermodal Facilities including parking facilities. |                   |               |            |                                |                  |                |                       |           |
| Revision Reason:             | Add in \$527,655 in 5307 ARRA funds that have been redirected from the Oakland Airport Connector project.          |                   |               |            |                                |                  |                |                       |           |
| Primary RTP ID:              | 22634  | Sec. RTP ID:      |               | RTP Cycle: | T-2035                         | RTP Cost:        | \$12,917,000   | Review:               | AA        |
| RTP Description:             | Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)                |                   |               |            |                                |                  |                |                       |           |
| AQ Description:              | Bus terminals and transfer points  |                   |               |            |                                |                  |                |                       |           |

| Phase         | Fund Source    | Total        | Prior       | FY 08/09     | FY 09/10  | FY 10/11 | FY 11/12 | Later |
|---------------|----------------|--------------|-------------|--------------|-----------|----------|----------|-------|
| ENV           | BT-RM2         | \$535,000    | \$535,000   | -            | -         | -        | -        | -     |
| ENV           | LOCAL GEN FUND | \$85,000     | \$85,000    | -            | -         | -        | -        | -     |
| PSE           | BT-RM2         | \$905,000    | \$905,000   | -            | -         | -        | -        | -     |
| PSE           | LOCAL GEN FUND | \$85,000     | \$85,000    | -            | -         | -        | -        | -     |
| ROW           | BT-RM2         | \$2,075,000  | -           | \$2,075,000  | -         | -        | -        | -     |
| ROW           | LOCAL GEN FUND | \$875,750    | -           | \$875,750    | -         | -        | -        | -     |
| CON           | 5307-ARRA      | \$527,655    | -           | -            | \$527,655 | -        | -        | -     |
| CON           | 5309-T3-BUS    | \$475,000    | -           | \$475,000    | -         | -        | -        | -     |
| CON           | BT-RM2         | \$3,735,000  | -           | \$3,735,000  | -         | -        | -        | -     |
| CON           | CMAQ-T3        | \$3,028,000  | -           | \$3,028,000  | -         | -        | -        | -     |
| CON           | LOCAL GEN FUND | \$981,000    | -           | \$981,000    | -         | -        | -        | -     |
| Total Funding |                | \$13,307,405 | \$1,610,000 | \$11,169,750 | \$527,655 | -        | -        | -     |

**CURRENT**

|                              |  |                   |               |            |                                |                |                |                       |           |
|------------------------------|--|-------------------|---------------|------------|--------------------------------|----------------|----------------|-----------------------|-----------|
| TIP ID: SOL050013            |  | Revision: 2009-15 |               | Version: 6 |                                | Status: ACTIVE |                | CTIPS ID: 20600003352 |           |
| Sponsoring Agency: Vacaville |  |                   |               |            | Implementing Agency: Vacaville |                |                |                       |           |
| Trans. System:               | TRANSIT  | Mode:             | OTHER TRANSIT | Hwy Rte:   |                                | Project Type:  | STRUCTURE/BLDG | Purpose:              | EXPANSION |
| Project Name:                | Vacaville Intermodal Station   |                   |               |            |                                |                |                |                       |           |
| Proj Description:            | Vacaville: Vacaville Intermodal Station; Construct Express Bus Intermodal Facilities including parking facilities. |                   |               |            |                                |                |                |                       |           |
| Revision Reason:             | Add in \$475,000 in FY09 5309-Bus Appropriations and local match of \$150,000.                                     |                   |               |            |                                |                |                |                       |           |
| Primary RTP ID:              | 22634  | Sec. RTP ID:      |               | RTP Cycle: | T-2035                         | RTP Cost:      | \$12,917,000   | Review:               | AA        |
| RTP Description:             | Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)                |                   |               |            |                                |                |                |                       |           |
| AQ Description:              | Bus terminals and transfer points  |                   |               |            |                                |                |                |                       |           |

| Phase         | Fund Source    | Total        | Prior       | FY 08/09     | FY 09/10 | FY 10/11 | FY 11/12 | Later |
|---------------|----------------|--------------|-------------|--------------|----------|----------|----------|-------|
| ENV           | BT-RM2         | \$535,000    | \$535,000   | -            | -        | -        | -        | -     |
| ENV           | LOCAL GEN FUND | \$85,000     | \$85,000    | -            | -        | -        | -        | -     |
| PSE           | BT-RM2         | \$905,000    | \$905,000   | -            | -        | -        | -        | -     |
| PSE           | LOCAL GEN FUND | \$85,000     | \$85,000    | -            | -        | -        | -        | -     |
| ROW           | BT-RM2         | \$2,075,000  | -           | \$2,075,000  | -        | -        | -        | -     |
| ROW           | LOCAL GEN FUND | \$875,750    | -           | \$875,750    | -        | -        | -        | -     |
| CON           | 5309-T3-BUS    | \$475,000    | -           | \$475,000    | -        | -        | -        | -     |
| CON           | BT-RM2         | \$3,735,000  | -           | \$3,735,000  | -        | -        | -        | -     |
| CON           | CMAQ-T3        | \$3,028,000  | -           | \$3,028,000  | -        | -        | -        | -     |
| CON           | LOCAL GEN FUND | \$981,000    | -           | \$981,000    | -        | -        | -        | -     |
| Total Funding |                | \$12,779,750 | \$1,610,000 | \$11,169,750 | -        | -        | -        | -     |

End of Project SOL050013

**Report of TIP Revision 2009-39**  
(By Phase & Fund Source)

**PROPOSED**

TIP ID: SOL950035      Revision: 2009-39      Version: 22      Status: PROPOSED      CTIPS ID: 10600000733

Sponsoring Agency: Vallejo

Implementing Agency: Vallejo

Trans. System: TRANSIT      Mode: OTHER TRANSIT      Hwy Rte:      Project Type: STRUCTURE/BLDG      Purpose: EXPANSION

Project Name: Vallejo Ferry Terminal Inter-modal Facility

Proj Description: Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.

Revision Reason: Add in \$2,009,466 in ARRA 5307 funds that have been redirected from the Oakland Airport Connector project

Primary RTP ID: 22629      Sec. RTP ID:      RTP Cycle: T-2035      RTP Cost: \$85,600,000      Review: AA

RTP Description: Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)

AQ Description: Non-Exempt Project

| Phase                | Fund Source    | Total               | Prior               | FY 08/09            | FY 09/10            | FY 10/11 | FY 11/12 | Later |
|----------------------|----------------|---------------------|---------------------|---------------------|---------------------|----------|----------|-------|
| ENV                  | RIP-T2         | \$200,000           | \$200,000           | -                   | -                   | -        | -        | -     |
| PSE                  | 1064-T2        | \$2,000,000         | \$2,000,000         | -                   | -                   | -        | -        | -     |
| PSE                  | BT-RM2         | \$2,350,268         | \$2,350,268         | -                   | -                   | -        | -        | -     |
| PSE                  | LOCAL GEN FUND | \$250,000           | \$250,000           | -                   | -                   | -        | -        | -     |
| PSE                  | RIP-T2         | \$1,200,000         | \$1,200,000         | -                   | -                   | -        | -        | -     |
| ROW                  | BT-RM2         | \$433,632           | \$433,632           | -                   | -                   | -        | -        | -     |
| ROW                  | LOCAL GEN FUND | \$5,000,000         | \$5,000,000         | -                   | -                   | -        | -        | -     |
| CON                  | 1064-T2        | \$993,500           | \$993,500           | -                   | -                   | -        | -        | -     |
| CON                  | 5307-ARRA      | \$2,009,466         | -                   | -                   | \$2,009,466         | -        | -        | -     |
| CON                  | 5307-T3        | \$4,470,833         | \$4,470,833         | -                   | -                   | -        | -        | -     |
| CON                  | 5309-T3-BUS    | \$2,056,500         | \$2,056,500         | -                   | -                   | -        | -        | -     |
| CON                  | 5309-T3-NRS    | \$8,000,000         | \$8,000,000         | -                   | -                   | -        | -        | -     |
| CON                  | BT-664         | \$984,375           | \$984,375           | -                   | -                   | -        | -        | -     |
| CON                  | BT-RM2         | \$25,216,100        | \$13,000,000        | \$12,216,100        | -                   | -        | -        | -     |
| CON                  | EARMARK-T2     | \$1,250,000         | \$1,250,000         | -                   | -                   | -        | -        | -     |
| CON                  | LOCAL GEN FUND | \$9,014,375         | \$9,014,375         | -                   | -                   | -        | -        | -     |
| CON                  | P116           | \$133,333           | \$133,333           | -                   | -                   | -        | -        | -     |
| CON                  | RIP-T2         | \$6,528,000         | -                   | -                   | \$6,528,000         | -        | -        | -     |
| CON                  | RIP-T3         | \$6,600,000         | -                   | -                   | \$6,600,000         | -        | -        | -     |
| CON                  | ST-STP-ARRA    | \$439,212           | -                   | \$439,212           | -                   | -        | -        | -     |
| <b>Total Funding</b> |                | <b>\$79,129,594</b> | <b>\$51,336,816</b> | <b>\$12,655,312</b> | <b>\$15,137,466</b> | -        | -        | -     |



**Report of TIP Revision 2009-39**  
(By Phase & Fund Source)

**CURRENT**

|                   |                   |             |                |                       |
|-------------------|-------------------|-------------|----------------|-----------------------|
| TIP ID: SOL950035 | Revision: 2009-29 | Version: 21 | Status: ACTIVE | CTIPS ID: 10600000733 |
|-------------------|-------------------|-------------|----------------|-----------------------|

Sponsoring Agency: Vallejo      Implementing Agency: Vallejo

Trans. System: TRANSIT      Mode: OTHER TRANSIT      Hwy Rte:      Project Type: STRUCTURE/BLDG      Purpose: EXPANSION

Project Name: Vallejo Ferry Terminal Inter-modal Facility

Proj Description: Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.

Revision Reason: Advance \$13.128M in STIP funds from FY12 to FY10 with no net change in funding

Primary RTP ID: 22629      Sec. RTP ID:      RTP Cycle: T-2035      RTP Cost: \$85,600,000      Review: AA

RTP Description: Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)

AQ Description: Non-Exempt Project

| Phase                | Fund Source    | Total               | Prior               | FY 08/09            | FY 09/10            | FY 10/11 | FY 11/12 | Later |
|----------------------|----------------|---------------------|---------------------|---------------------|---------------------|----------|----------|-------|
| ENV                  | RIP-T2         | \$200,000           | \$200,000           | -                   | -                   | -        | -        | -     |
| PSE                  | 1064-T2        | \$2,000,000         | \$2,000,000         | -                   | -                   | -        | -        | -     |
| PSE                  | BT-RM2         | \$2,350,268         | \$2,350,268         | -                   | -                   | -        | -        | -     |
| PSE                  | LOCAL GEN FUND | \$250,000           | \$250,000           | -                   | -                   | -        | -        | -     |
| PSE                  | RIP-T2         | \$1,200,000         | \$1,200,000         | -                   | -                   | -        | -        | -     |
| ROW                  | BT-RM2         | \$433,632           | \$433,632           | -                   | -                   | -        | -        | -     |
| ROW                  | LOCAL GEN FUND | \$5,000,000         | \$5,000,000         | -                   | -                   | -        | -        | -     |
| CON                  | 1064-T2        | \$993,500           | \$993,500           | -                   | -                   | -        | -        | -     |
| CON                  | 5307-T3        | \$4,470,833         | \$4,470,833         | -                   | -                   | -        | -        | -     |
| CON                  | 5309-T3-BUS    | \$2,056,500         | \$2,056,500         | -                   | -                   | -        | -        | -     |
| CON                  | 5309-T3-NRS    | \$8,000,000         | \$8,000,000         | -                   | -                   | -        | -        | -     |
| CON                  | BT-664         | \$984,375           | \$984,375           | -                   | -                   | -        | -        | -     |
| CON                  | BT-RM2         | \$25,216,100        | \$13,000,000        | \$12,216,100        | -                   | -        | -        | -     |
| CON                  | EARMARK-T2     | \$1,250,000         | \$1,250,000         | -                   | -                   | -        | -        | -     |
| CON                  | LOCAL GEN FUND | \$9,014,375         | \$9,014,375         | -                   | -                   | -        | -        | -     |
| CON                  | P116           | \$133,333           | \$133,333           | -                   | -                   | -        | -        | -     |
| CON                  | RIP-T2         | \$6,528,000         | -                   | -                   | \$6,528,000         | -        | -        | -     |
| CON                  | RIP-T3         | \$6,600,000         | -                   | -                   | \$6,600,000         | -        | -        | -     |
| CON                  | ST-STP-ARRA    | \$439,212           | -                   | \$439,212           | -                   | -        | -        | -     |
| <b>Total Funding</b> |                | <b>\$77,120,128</b> | <b>\$51,336,816</b> | <b>\$12,655,312</b> | <b>\$13,128,000</b> | -        | -        | -     |

End of Project SOL950035

Report of TIP Revision 2009-39  
(By Phase and Fund Source)

| TIP Revision Summary |               |              |               |               |               |               |
|----------------------|---------------|--------------|---------------|---------------|---------------|---------------|
|                      | Federal       | State        | Regional      | Local         | Total         | 2009 TIP Only |
| Current:             | \$219,331,045 | \$67,991,333 | \$182,434,375 | \$149,143,125 | \$618,899,878 | \$477,921,063 |
| Proposed:            | \$219,331,045 | \$67,991,333 | \$182,434,375 | \$219,143,125 | \$688,899,878 | \$547,921,063 |
| Delta:               | \$0           | \$0          | \$0           | \$70,000,000  | \$70,000,000  | \$70,000,000  |

**DETAILED LISTING OF PROJECTS FOR GROUPED  
LISTINGS AMENDED IN THE CURRENT REVISION**

**Grouped Listing – Transit Operations and  
Maintenance & Rehabilitation Projects –  
ARRA FTA 5307  
(TIP ID- REG090064)**

**Last updated with TIP Revision 09-39**

**METROPOLITAN TRANSPORTATION COMMISSION**  
**American Recovery and Reinvestment Act**  
**Federal Transit Administration Formula Program**  
**TIER 2**

(TIP ID: REG090064, as amended into the TIP with revision 09-39)

| Project Title  | Implementing Agency   | Tier 2 ARRA Funding  | Urbanized Area (All Transit Capital Assistance/5307) |                      |                     |                      |
|--|-----------------------|----------------------|--|----------------------|---------------------|----------------------|
|  |                       |                      | SF-O   | Concord              | Antioch             | Total                |
| <b>Public Transit System Preservation Projects</b>                 |                       | <b>\$67,462,879</b>  | 50,803,879   | 13,859,000           | 2,800,000           | 67,462,879           |
| <b>AC Transit</b>  |                       |                      |  |                      |                     |                      |
| Preventive Maintenance   | AC Transit            | \$6,014,364          | \$ 6,014,364   |                      |                     | \$ 6,014,364         |
| ADA Paratransit Operating Assistance                               | AC Transit            | \$668,262            | \$ 668,262   |                      |                     | \$ 668,262           |
| <b>SUBTOTAL</b>  |                       | <b>\$6,682,626</b>   | <b>\$ 6,682,626</b>                                  | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 6,682,626</b>  |
| <b>BART</b>  |                       |                      |  |                      |                     |                      |
| Additional Coverboards Replacement                                 | BART                  | \$6,000,000          | \$ 3,254,383   | \$ 2,745,617         |                     | \$ 6,000,000         |
| Additional APSE units for 40 more C-1 cars                         | BART                  | \$6,400,000          |  | \$ 6,400,000         |                     | \$ 6,400,000         |
| Additional Floor and Seat Cushion Replacements for 50 more cars    | BART                  | \$2,550,000          |  | \$ 2,550,000         |                     | \$ 2,550,000         |
| Additional Car Capacity Interior Reconfiguration for 100 more cars | BART                  | \$1,000,000          |  | \$ 276,939           | \$ 723,061          | \$ 1,000,000         |
| 48V Power Supplies for Station Communications                      | BART                  | \$1,022,051          |  |                      | \$ 1,022,051        | \$ 1,022,051         |
| <b>SUBTOTAL</b>  |                       | <b>\$16,972,051</b>  | <b>\$ 3,254,383</b>                                  | <b>\$ 11,972,556</b> | <b>\$ 1,745,112</b> | <b>\$ 16,972,051</b> |
| <b>Caltrain</b>  |                       |                      |  |                      |                     |                      |
| San Mateo County Railroad Bridge Replacement                       | Caltrain              | \$2,684,596          | \$ 2,684,596   |                      |                     | \$ 2,684,596         |
| <b>SUBTOTAL</b>  |                       | <b>\$2,684,596</b>   | <b>\$ 2,684,596</b>                                  | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 2,684,596</b>  |
| <b>GGBHTD</b>  |                       |                      |  |                      |                     |                      |
| Bus Wash Racks/Water Reclamation System                            | GGBHTD                | \$2,447,279          | \$ 2,447,279   |                      |                     | \$ 2,447,279         |
| <b>SUBTOTAL</b>  |                       | <b>\$2,447,279</b>   | <b>\$ 2,447,279</b>                                  | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 2,447,279</b>  |
| <b>SFMTA</b>   |                       |                      |  |                      |                     |                      |
| LRV Truck Rebuild Program - Phase I                                | SFMTA                 | \$13,158,767         | \$ 13,158,767  |                      |                     | \$ 13,158,767        |
| Preventive Maintenance   | SFMTA                 | \$4,300,000          |  | \$ 4,300,000         |                     | \$ 4,300,000         |
| <b>SUBTOTAL</b>  |                       | <b>\$17,458,767</b>  | <b>\$ 17,458,767</b>                                 | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 17,458,767</b> |
| <b>Samtrans</b>  |                       |                      |  |                      |                     |                      |
| Replacement of up to 137 buses                                     | Samtrans              | \$2,045,371          | \$ 2,045,371   |                      |                     | \$ 2,045,371         |
| <b>SUBTOTAL</b>  |                       | <b>\$2,045,371</b>   | <b>\$ 2,045,371</b>                                  | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 2,045,371</b>  |
| <b>VTA</b>   |                       |                      |  |                      |                     |                      |
| 107 Hybrid 40' Bus Replacements                                    | VTA                   | \$12,251,784         | \$ 12,251,784  |                      |                     | \$ 12,251,784        |
| <b>SUBTOTAL</b>  |                       | <b>\$12,251,784</b>  | <b>\$ 12,251,784</b>                                 | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 12,251,784</b> |
| <b>ACE</b>   |                       |                      |  |                      |                     |                      |
| Midlife Overhaul of 5 ACE locomotives                              | ACE                   | \$763,107            | \$ 763,107   |                      |                     | \$ 763,107           |
| <b>SUBTOTAL</b>  |                       | <b>\$763,107</b>     | <b>\$ 763,107</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 763,107</b>    |
| <b>CCCTA</b>   |                       |                      |  |                      |                     |                      |
| Preventive Maintenance   | CCCTA                 | \$1,107,398          |  | \$ 1,107,398         |                     | \$ 1,107,398         |
| <b>SUBTOTAL</b>  |                       | <b>\$1,107,398</b>   | <b>\$ -</b>  | <b>\$ 1,107,398</b>  | <b>\$ -</b>         | <b>\$ 1,107,398</b>  |
| <b>ECCTA</b>   |                       |                      |  |                      |                     |                      |
| IT Structure - Replace all Office Hardware & Software              | ECCTA                 | \$500,000            |  |                      | \$ 500,000          | \$ 500,000           |
| Resurface Bus Parking Lot  | ECCTA                 | \$468,120            |  |                      | \$ 468,120          | \$ 468,120           |
| Replace Shop Lifts   | ECCTA                 | \$86,768             |  |                      | \$ 86,768           | \$ 86,768            |
| <b>SUBTOTAL</b>  |                       | <b>\$1,054,888</b>   | <b>\$ -</b>  | <b>\$ -</b>          | <b>\$ 1,054,888</b> | <b>\$ 1,054,888</b>  |
| <b>Fairfield</b>   |                       |                      |  |                      |                     |                      |
| Bus Purchase/replacements (6)                                      | Fairfield             | \$788,484            | \$ 788,484   |                      |                     | \$ 788,484           |
| <b>SUBTOTAL</b>  |                       | <b>\$788,484</b>     | <b>\$ 788,484</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 788,484</b>    |
| <b>LAVTA</b>   |                       |                      |  |                      |                     |                      |
| ADA Paratransit  | LAVTA                 | \$77,905             | \$ -   | \$ 77,905            |                     | \$ 77,905            |
| Preventive Maintenance   | LAVTA                 | \$701,141            | \$ -   | \$ 701,141           |                     | \$ 701,141           |
| <b>SUBTOTAL</b>  |                       | <b>\$779,046</b>     | <b>\$ -</b>  | <b>\$ 779,046</b>    | <b>\$ -</b>         | <b>\$ 779,046</b>    |
| <b>NCTPA</b>   |                       |                      |  |                      |                     |                      |
| VINE PMI Tools & Equipment   | NCTPA                 | \$400,000            | \$ 400,000   |                      |                     | \$ 400,000           |
| VINE Bus Rehab   | NCTPA                 | \$321,312            | \$ 321,312   |                      |                     | \$ 321,312           |
| <b>SUBTOTAL</b>  |                       | <b>\$721,312</b>     | <b>\$ 721,312</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 721,312</b>    |
| <b>Santa Rosa CityBus</b>  |                       |                      |  |                      |                     |                      |
| Hybrid Bus Purchase  | Santa Rosa CityBus    | \$983,249            | \$ 983,249   |                      |                     | \$ 983,249           |
| <b>SUBTOTAL</b>  |                       | <b>\$983,249</b>     | <b>\$ 983,249</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 983,249</b>    |
| <b>Sonoma County Transit</b>                                       |                       |                      |  |                      |                     |                      |
| CNG Bus Purchase   | Sonoma County Transit | \$448,161            | \$ 448,161   |                      |                     | \$ 448,161           |
| <b>SUBTOTAL</b>  |                       | <b>\$448,161</b>     | <b>\$ 448,161</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 448,161</b>    |
| <b>Union City</b>  |                       |                      |  |                      |                     |                      |
| Replacement Buses (2)  | Union City            | \$77,123             | \$ 77,123  |                      |                     | \$ 77,123            |
| <b>SUBTOTAL</b>  |                       | <b>\$77,123</b>      | <b>\$ 77,123</b>                                     | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 77,123</b>     |
| <b>WestCat</b>   |                       |                      |  |                      |                     |                      |
| Preventive Maintenance   | WestCat               | \$107,637            | \$ 107,637   |                      |                     | \$ 107,637           |
| Facility Upgrade   |                       | \$90,000             | \$ 90,000  |                      |                     | \$ 90,000            |
| <b>SUBTOTAL</b>  |                       | <b>\$197,637</b>     | <b>\$ 197,637</b>                                    | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ 197,637</b>    |
| <b>ARRA - Public Transit System Preservation Total</b>             |                       | <b>\$ 67,462,879</b> | <b>\$ 50,803,879</b>                                 | <b>\$ 13,859,000</b> | <b>\$ 2,800,000</b> | <b>\$ 67,462,879</b> |

| Metropolitan Transportation Commission (MTC)               |  |   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|--|--|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 2008/09-2011/12 Federal Transportation Improvement Program |  |   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| Revision 09-39   |  |   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| PROGRAMMED   |  | 4 YEARS (See FSTIP Cycle)                               |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|  |  | 2008/09   |                 | 2009/10         |                 | 2010/11         |                 | 2011/12         |                 | Total           |                 |                 |
|  |  | 09-38   | 09-39           | 09-38           | 09-39           | 09-38           | 09-39           | 09-38           | 09-39           | 09-38           | 09-39           |                 |
| LOCAL  | Local Total  | \$2,192,780,685   | \$2,192,780,685 | \$2,405,825,281 | \$2,475,825,381 | \$1,765,491,687 | \$1,765,491,687 | \$974,268,674   | \$974,268,674   | \$7,338,167,447 | \$7,408,167,447 |                 |
|  | Tolls  | \$1,225,575,825   | \$1,225,575,825 | \$655,238,000   | \$655,238,000   | \$155,448,000   | \$155,448,000   | \$81,146,000    | \$81,146,000    | \$2,117,408,825 | \$2,117,408,825 |                 |
| REGIONAL   | - Bridge   | \$384,404,100   | \$384,404,100   | \$457,635,000   | \$457,635,000   | \$62,852,000    | \$62,852,000    | \$28,233,000    | \$28,233,000    | \$893,124,100   | \$903,124,100   |                 |
|  | - Conduit  | \$841,171,725   | \$841,171,725   | \$197,604,000   | \$197,604,000   | \$92,596,000    | \$92,596,000    | \$52,913,000    | \$52,913,000    | \$1,184,284,725 | \$1,184,284,725 |                 |
|  | Regional Transit Fare/Measures                                     | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Regional Sales Tax   | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Regional Bond Revenue  | \$650,171,258   | \$650,171,258   | \$445,788,585   | \$445,788,585   | \$433,752,000   | \$433,752,000   | \$429,896,000   | \$429,896,000   | \$2,159,807,843 | \$2,159,807,843 |                 |
|  | Regional Gas Tax   | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Vehicle Registration Fee (CARB Fee, SAFE)                          | \$0   | \$0             | \$0             | \$0             | \$29,000,000    | \$29,000,000    | \$0             | \$0             | \$29,000,000    | \$29,000,000    |                 |
|  | Other (Please specify)   | \$610,750   | \$610,750       | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$610,750       | \$610,750       |                 |
|  | Regional Total   | \$1,876,357,833   | \$1,876,357,833 | \$1,301,027,585 | \$1,301,027,585 | \$618,250,000   | \$618,250,000   | \$511,042,000   | \$511,042,000   | \$4,308,827,418 | \$4,308,827,418 |                 |
|  | STATE  | State Highway Operations and Protection Program (SHOPP) | \$246,268,000   | \$246,268,000   | \$340,287,000   | \$340,287,000   | \$347,955,000   | \$347,955,000   | \$275,320,000   | \$275,320,000   | \$1,218,830,000 | \$1,218,830,000 |
| SHOPP (Including Augmentation)                             |  | \$246,268,000   | \$246,268,000   | \$340,287,000   | \$340,287,000   | \$347,955,000   | \$347,955,000   | \$275,320,000   | \$275,320,000   | \$1,218,830,000 | \$1,218,830,000 |                 |
| SHOPP Prior  |  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
| State Transportation Improvement Program (STIP)            |  | \$174,963,540   | \$174,963,540   | \$197,767,800   | \$197,767,800   | \$175,568,830   | \$175,568,830   | \$194,481,553   | \$194,481,553   | \$742,799,723   | \$742,799,723   |                 |
| STIP (Including Augmentation)                              |  | \$174,963,540   | \$174,963,540   | \$197,767,800   | \$197,767,800   | \$175,568,830   | \$175,568,830   | \$194,481,553   | \$194,481,553   | \$742,799,723   | \$742,799,723   |                 |
| STIP Prior   |  | \$0   | \$0             | \$10,508,000    | \$10,508,000    | \$4,781,000     | \$4,781,000     | \$0             | \$0             | \$15,289,000    | \$15,289,000    |                 |
| Proposition 1 & 2  |  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
| GARVEE Bonds   |  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
| Traffic Congestion Relief Program                          |  | \$101,170,000   | \$101,170,000   | \$55,399,000    | \$55,399,000    | \$40,000,000    | \$40,000,000    | \$40,000,000    | \$40,000,000    | \$226,569,000   | \$226,569,000   |                 |
| State and Local Partnership Program                        |  | \$2,315,500   | \$2,315,500     | \$10,265,000    | \$10,265,000    | \$0             | \$0             | \$0             | \$0             | \$12,580,500    | \$12,580,500    |                 |
| State Transit Assistance (STA)                             |  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
| Section 130 Rail Program                                   |  | \$1,168,366   | \$1,168,366     | \$6,551,344     | \$6,551,344     | \$0             | \$0             | \$0             | \$0             | \$7,719,710     | \$7,719,710     |                 |
| Other (STA, State-STP, State Cash, ERS)                    |  | \$559,290,346   | \$559,290,346   | \$136,548,514   | \$136,548,514   | \$63,417,540    | \$63,417,540    | \$140,385,000   | \$140,385,000   | \$959,031,400   | \$959,031,400   |                 |
| State Total  |  | \$1,896,186,792   | \$1,896,186,792 | \$2,043,216,689 | \$2,043,216,689 | \$1,628,926,370 | \$1,628,926,370 | \$1,060,186,556 | \$1,060,186,556 | \$7,168,530,326 | \$7,168,530,326 |                 |
| FEDERAL TRANSIT  |  | FTA American Recovery and Reinvestment Act              | \$273,148,640   | \$273,148,640   | \$74,408,000    | \$74,408,000    | \$0             | \$0             | \$0             | \$0             | \$347,556,640   | \$347,556,640   |
|  |  | American Recovery and Reinvestment Act (S307)           | \$218,686,582   | \$218,686,582   | \$70,000,000    | \$70,000,000    | \$0             | \$0             | \$0             | \$0             | \$288,686,582   | \$288,686,582   |
|  |  | American Recovery and Reinvestment Act (S308)           | \$62,349,676    | \$62,349,676    | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$62,349,676    | \$62,349,676    |
|  |  | American Recovery and Reinvestment Act (S311)           | \$2,112,283     | \$2,112,283     | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$2,112,283     | \$2,112,283     |
|  | American Recovery and Reinvestment Act (TIGER)                     | \$0   | \$0             | \$6,400,000     | \$6,400,000     | \$0             | \$0             | \$0             | \$0             | \$6,400,000     | \$6,400,000     |                 |
|  | FTA Jobs Bill  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street (S307)  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street (S309)  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street (S311)  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Bus and Bus Related Grants (S309)                                  | \$14,151,413  | \$14,151,413    | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$14,151,413    | \$14,151,413    |                 |
|  | Clean Fuel Formula Program (S308)                                  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Elderly & Persons with Disabilities Formula Program (S310)         | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Fixed Guideway Modernization (S308a)                               | \$86,147,861  | \$86,147,861    | \$125,113,807   | \$125,113,807   | \$0             | \$0             | \$0             | \$0             | \$211,261,668   | \$211,261,668   |                 |
|  | Intercity Bus (S311)   | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Job Access and Reverse Commute Program (S310)                      | \$1,413,826   | \$1,413,826     | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$1,413,826     | \$1,413,826     |                 |
|  | Metropolitan Planning (S303)                                       | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | New and Small Starts (Capital Investment Grants) (S309b)           | \$15,206,100  | \$15,206,100    | \$1,960,000     | \$1,960,000     | \$0             | \$0             | \$0             | \$0             | \$17,166,100    | \$17,166,100    |                 |
|  | New Freedom (SAFETEA-LU)   | \$3,748,858   | \$3,748,858     | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$3,748,858     | \$3,748,858     |                 |
|  | Nonurbanized Area Formula Program (S311)                           | \$1,348,520   | \$1,348,520     | \$1,235,000     | \$1,235,000     | \$0             | \$0             | \$0             | \$0             | \$2,583,520     | \$2,583,520     |                 |
|  | Public Transportation on Indian Reservation (S311c)                | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
| Transit in the Parks (S302)                                | \$1,690,000  | \$1,690,000   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$1,690,000     | \$1,690,000     |                 |                 |
| Unincorporated Area Formula Program (S307)                 | \$212,376,829  | \$212,376,829   | \$223,377,800   | \$223,377,800   | \$0             | \$0             | \$0             | \$0             | \$435,754,629   | \$435,754,629   |                 |                 |
| Other (S309 and TSGP)                                      | \$786,000  | \$786,000   | \$480,000       | \$480,000       | \$0             | \$0             | \$0             | \$0             | \$1,266,000     | \$1,266,000     |                 |                 |
| Federal Transit Total                                      | \$610,018,147  | \$610,018,147   | \$426,566,607   | \$426,566,607   | \$0             | \$0             | \$0             | \$0             | \$1,036,584,754 | \$1,036,584,754 |                 |                 |
| FEDERAL HIGHWAY  | FYRMA American Recovery and Reinvestment Act                       | \$443,979,279   | \$443,979,279   | \$175,895,508   | \$175,895,508   | \$0             | \$0             | \$0             | \$0             | \$619,874,787   | \$619,874,787   |                 |
|  | State American Recovery and Reinvestment Act (ST - STP)            | \$248,207,640   | \$248,207,640   | \$13,165,770    | \$13,165,770    | \$0             | \$0             | \$0             | \$0             | \$261,373,410   | \$261,373,410   |                 |
|  | State American Recovery and Reinvestment Act (TE)                  | \$2,978,000   | \$2,978,000     | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$2,978,000     | \$2,978,000     |                 |
|  | State American Recovery and Reinvestment Act - HM                  | \$1,150,000   | \$1,150,000     | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$1,150,000     | \$1,150,000     |                 |
|  | State American Recovery and Reinvestment Act - SHOPP               | \$48,831,078  | \$48,831,078    | \$123,900,000   | \$123,900,000   | \$0             | \$0             | \$0             | \$0             | \$172,731,078   | \$172,731,078   |                 |
|  | Regional American Recovery and Reinvestment Act (TE)               | \$0   | \$0             | \$147,800       | \$147,800       | \$0             | \$0             | \$0             | \$0             | \$147,800       | \$147,800       |                 |
|  | Regional American Recovery and Reinvestment Act (STP)              | \$126,411,070   | \$126,411,070   | \$35,391,930    | \$35,391,930    | \$0             | \$0             | \$0             | \$0             | \$161,803,000   | \$161,803,000   |                 |
|  | ARRA - Ferry Boat Discretionary Contract                           | \$0   | \$0             | \$3,200,000     | \$3,200,000     | \$0             | \$0             | \$0             | \$0             | \$3,200,000     | \$3,200,000     |                 |
|  | FYRMA Jobs Bill  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - PRCP 1B                                     | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - State STP - RP                              | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - State SHOPP (ST - SHOPP)                    | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - TE (RP - TE)                                | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - State STP - RP                              | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - TE (RP - TE)                                | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - Regional STP (STP)                          | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Jobs for Main Street - Regional STP (STP)                          | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Federal Highway Non-Discretionary                                  |   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|  | Congestion Mitigation and Air Quality (CMAQ)                       | \$48,228,969  | \$48,228,969    | \$50,963,000    | \$50,963,000    | \$5,730,000     | \$5,730,000     | \$0             | \$0             | \$104,919,969   | \$104,919,969   |                 |
|  | Surface Transportation Program (Regional)                          | \$56,814,842  | \$56,814,842    | \$72,622,000    | \$72,622,000    | \$14,500,000    | \$14,500,000    | \$0             | \$0             | \$143,506,842   | \$143,506,842   |                 |
|  | Highway Bridge Program (HBP)                                       | \$54,511,279  | \$54,511,279    | \$36,325,285    | \$36,325,285    | \$70,134,656    | \$70,134,656    | \$166,778,089   | \$166,778,089   | \$327,749,509   | \$327,749,509   |                 |
|  | Highway Safety Improvement Program (HSIP)                          | \$5,682,000   | \$5,682,000     | \$4,567,000     | \$4,567,000     | \$7,051,000     | \$7,051,000     | \$15,200,000    | \$15,200,000    | \$22,500,000    | \$22,500,000    |                 |
|  | Railway (Section 130)  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Safe Routes to School (SRTS) (SAFETEA-LU)                          | \$6,172,840   | \$6,172,840     | \$1,091,500     | \$1,091,500     | \$108,570       | \$108,570       | \$2,143,300     | \$2,143,300     | \$10,344,210    | \$10,344,210    |                 |
|  | Safe Routes to School (SRTS)                                       | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Transportation Improvements (TI)                                   | \$7,082,299   | \$7,082,299     | \$0             | \$0             | \$0             | \$0             | \$4,896,801     | \$4,896,801     | \$11,979,100    | \$11,979,100    |                 |
|  | Federal Lands Highway  | \$29,254,789  | \$29,254,789    | \$1,390,000     | \$1,390,000     | \$0             | \$0             | \$0             | \$0             | \$30,644,789    | \$30,644,789    |                 |
|  | Other (Inclusive of NMTPP/DEMO/NCIPP)                              | \$5,623,307   | \$5,623,307     | \$3,833,328     | \$3,833,328     | \$0             | \$0             | \$0             | \$0             | \$9,456,635     | \$9,456,635     |                 |
|  | Subtotal   | \$664,487,600   | \$664,487,600   | \$346,587,819   | \$346,587,819   | \$98,342,228    | \$98,342,228    | \$173,818,790   | \$173,818,790   | \$1,273,586,226 | \$1,273,586,226 |                 |
| FEDERAL HIGHWAY  | Federal Highway Discretionary Programs                             |   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|  | Bridge Discretionary Program                                       | \$37,500,000  | \$37,500,000    | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$37,500,000    | \$37,500,000    |                 |
|  | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$16,398,000  | \$16,398,000    | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$16,398,000    | \$16,398,000    |                 |
|  | Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)           | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Ferry Boat Discretionary   | \$5,556,462   | \$5,556,462     | \$1,881,000     | \$1,881,000     | \$0             | \$0             | \$0             | \$0             | \$7,437,462     | \$7,437,462     |                 |
|  | High Priority Projects (HPP)                                       | \$127,549,486   | \$127,549,486   | \$36,722,028    | \$36,722,028    | \$6,634,000     | \$6,634,000     | \$5,450,000     | \$5,450,000     | \$176,356,114   | \$176,356,114   |                 |
|  | High Risk Rural Road (HRRR)  | \$5,063,445   | \$5,063,445     | \$1,860,000     | \$1,860,000     | \$2,862,000     | \$2,862,000     | \$0             | \$0             | \$9,525,445     | \$9,525,445     |                 |
|  | National Scenic Byways Program                                     | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |
|  | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)  | \$24,458,002  | \$24,458,002    | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$24,458,002    | \$24,458,002    |                 |
|  | Public Lands Highway Discretionary                                 | \$40,912,000  | \$40,912,000    | \$1,020,000     | \$1,020,000     | \$180,000       | \$180,000       | \$0             | \$0             | \$51,992,000    | \$51,992,000    |                 |
|  | Recreational Trails  | \$725,000   | \$725,000       | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$725,000       | \$725,000       |                 |
|  | Transportation and Community and System Preservation Program       | \$11,425,034  | \$11,425,034    | \$28,767,001    | \$28,767,001    | \$775,000       | \$775,000       | \$0             | \$0             | \$41,426,035    | \$41,426,035    |                 |
| Other (Please specify)                                     | \$0  | \$0   | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |                 |                 |
| Subtotal   | \$272,172,429  | \$272,172,429   | \$63,914,899    | \$63,914,899    | \$17,371,000    | \$17,371,000    | \$6,450,000     | \$6,450,000     | \$278,290,228   | \$278,290,228   |                 |                 |
| Federal Highway Total                                      | \$936,660,029  | \$936,660,029   | \$410,502,718   | \$410,51        |                 |                 |                 |                 |                 |                 |                 |                 |

## Fiscal Constraint Analysis for Revision 09-39

[illegible]



| REVENUE SOURCES |   | 4 YEARS (See FSTIP Cycle) |                 |                 |                 |                 |                 |                 |                 |                  |                  |
|-----------------|---|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|
|                 |   | 2008/09                   |                 | 2009/10         |                 | 2010/11         |                 | 2011/12         |                 | Total            |                  |
|                 |   | 09-38                     | 09-39           | 09-38           | 09-39           | 09-38           | 09-39           | 09-38           | 09-39           | 09-38            | 09-39            |
| LOCAL           | Local Total   | \$2,991,202,787           | \$2,991,202,787 | \$2,609,471,128 | \$2,609,471,128 | \$2,675,123,338 | \$2,675,123,338 | \$2,773,985,029 | \$2,773,985,029 | \$10,646,782,283 | \$10,646,782,283 |
|                 | Tolls   | \$1,570,490,520           | \$1,570,490,520 | \$1,621,131,811 | \$1,621,131,811 | \$1,674,705,521 | \$1,674,705,521 | \$1,730,837,056 | \$1,730,837,056 | \$6,597,164,800  | \$6,597,164,800  |
| REGIONAL        | Regional Total  | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
|                 | State Highway Operations and Protection Program (SHOPP) | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
| STATE           | State Total   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
|                 | Federal Highway   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
| FEDERAL TRANSIT | Federal Transit   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
|                 | Federal Transit   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
| FEDERAL HIGHWAY | Federal Highway   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |
|                 | Federal Highway   | \$1,420,712,267           | \$1,420,712,267 | \$1,288,340,000 | \$1,288,340,000 | \$1,300,417,817 | \$1,300,417,817 | \$1,343,147,973 | \$1,343,147,973 | \$5,149,617,483  | \$5,149,617,483  |